



Hillsborough TPO

Transportation Planning Organization

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Executive Director



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Meeting of the Technical Advisory Committee

Monday, March 6, 2023, 1:30 pm

County Center, 18th Floor – Plan Hillsborough Committee Room

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

- To view presentations and participate your computer, tablet or smartphone:
<https://attendee.gotowebinar.com/register/7477566803958381657>
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- Dial in LISTEN-ONLY MODE: 1-562-247-8422 Access Code 309-146-282
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
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Rules of engagement:

Professional courtesy and respect for others at this meeting are expected, and failure may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO's [Social Networking & Media Policy](#).

Agenda

- I. **Call to Order & Introductions**
- II. **Roll Call & Declaration of Quorum** (Gail Reese, TPO staff)
 - A. **Vote of Consent for Remote Member Participation** – *if applicable*
- III. **Public Comment** - 3 minutes per speaker, please
- IV. **Approval of Minutes** – February 6, 2023
- V. **Action Item**
 - A. **TIP Amendments: HART Bus Stop Capital Improvements**
(Roger Mathie, TPO Staff)
- VI. **Status Reports**
 - A. **Connected Vehicle Pilot Results**
(Bob Frey, THEA and Dr. Concas, CUTR)

- B. FDOT Rail System Plan and MPOAC Freight/Rail Committee Updates
(Elizabeth Watkins and Wade Reynolds, TPO Staff)
 - C. City of Tampa Safe Streets and Roads for all Grant Implementation
(City of Tampa Representative)
- VII. Old Business & New Business**
- VIII. Adjournment**
- IX. Addendum**
- A. TPO Meeting Summary and Committee Reports

The full agenda packet is available on the TPO's website, www.planhillsborough.org, or by calling (813) 272-5940.

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
HYBRID MEETING OF FEBRUARY 6, 2023**

I. Call to Order, Roll Call and Consent Vote for Remote Participation

Chair Sims called the meeting to order at 1:33 PM

Members Present In-Person: Jeff Sims, Mike Williams, Brian McCarthy, Jonathan Scott, Gina Evans, Bob Campbell, Jesus Peraza Garcia, Lara Bouck, Jennifer Malone, Nicole Sutton, Sarah Caper

Members Present Virtually: Robert Frey, Frank Coughenour, Jay Collins

Members Absent/ Excused: Michael English, Leland Dicus

Others Present: Anna Quinones (THEA); Craig Fox, Ashley Henzel, Kirk Bogen, Suzanne Monk, Siao Si Fine (FDOT District 7); Mike Campo (Kisinger, Campo & Assoc); Jeff Novotny (American Consulting); Lauren Brooks (AECOM); Josiah Johnson (Team RSA); Stephanie McQueen (HDR Inc); Wade Reynolds, Greg Colangelo, Roger Mathie, Connor MacDonald, Vishaka Shiva Raman, Elizabeth Watkins, Joshua Barber, Ben Gordon, Lisa Silva, Gena Torres, Beneetta Jose, Beth Alden, Johnny Wong, Amber Simmons, Lizzie Ehrreich, Gail Reese (TPO Staff)

An in-person quorum has been met. **Lara Bouck moved to allow remote participation; seconded by Jesus Peraza Garcia. The voice vote passed unanimously.**

II. Public Comment (*Timestamp 0:02:36*) – None at this time

III. Approval of Minutes (*Timestamp 0:03:07*)– December 7, 2022 and January 8, 2023.

The December TAC/CAC meeting attendance was updated on January 9, 2023 by Recorder, Gail Reese, to reflect that Michelle Jenkins and Sarah Caper were at that meeting in person.

Bob Campbell moved to approve the December minutes as amended and the January minutes as written, seconded by Brian McCarthy. The voice vote passed unanimously.

IV. Action Items

A. TIP Amendments: New HART Maintenance Facility, Lighting and Resurfacing Project, and I-4 Truck Parking and EV Charging Infrastructure (Roger Mathie, TPO Staff) (*Timestamp 0:04:56*)

- Review of the seven amendments requested by the FDOT to add funds to the FY2022/23 – 2026/27 TIP
 - New HART Maintenance Facility (2 Amendments), addition of \$9,220,000
 - I-4 Weigh Stations Truck Parking (2 Amendments), addition of \$2,541,000 & \$2,291,000

- SR 60 Lighting Project (1 Amendment), addition of \$7,11,289,000
- S Dale Mabry Resurfacing (1 Amendment), addition of \$2,534,555
- I-4 Electric Vehicle (EV) Charging Infrastructure (1 Amendment), addition of \$900,000
- Went over public outreach for these amendments – 14 days prior to the February TPO Board meeting.

Recommended Action: Approve the seven amendments to the FY22/23 TIP and recommend approval to the TPO Board.

Presentation: [TIP Amendments February 2023](#)

Discussion:

An agreement was expressed for the lighting. It was noted that there is no bike path along the corridor for the new lighting; perhaps that could be something that could be considered. The cost of the parking spaces was questioned. It was noted that these are existing weigh stations and that the price is so high. It was noted that truck parking is more expensive than it may seem and the area where the additional spots are going is a ditch. It was noted that the numbers seem in line with other projects seen around the country.

Jonathan Scott moved to approve the TIP Amendments; seconded by Lara Bouck. The voice vote passed unanimously.

B. 2023 Safety Performance Targets (Connor MacDonald, TPO Staff) *(Timestamp 0:15:10)*

- Reviewed the performance targets and the requirement.
- Six Categories – went over 2023 timeline.
 - February – Safety
 - March – Greenhouse Gas
 - April – Pavement & Bridge Condition, Travel Time Reliability
 - TBD – Transit Asset Management
 - TBD – Public Transportation Agency Safety Plan
- Five required targets
 - Number of Fatalities on a 5-yr Rolling Average.
 - Rate of Fatalities per 100M VMT
 - Number of Serious Injuries
 - Rate of Serious Injuries per 100M VMT
 - Number of Non-Motorized Fatalities and Serious Injuries
- Two elected by Hillsborough TPO
 - Number of Fatalities
 - Motorcycle Fatalities
- Went over Forecasting Future Performance '26 – '45 – it's TIME survey: provide alternatives to driving, use technologies, reduce congestion.
- Review of annual actual fatalities, projected through 2023
- Went over the 2022 report card and the takeaways – potential risk factors for crash deaths (national trends), local relations and implementation
- Review of proposed performance targets for 2023

Recommended Action: Approve the CY 2023 Safety Performance Targets and recommend approval to the TPO Board.

Presentation: [2023 Safety Performance Targets](#)

Discussion:

It was noted that it is good to see design elements being used for safety. Good that trends are going down for the most part. It was asked if the increase in motorcycle and the pedestrian number increased and if there was a correlation due to increased new motorcycle drivers or an increase in bicyclists due to additional facilities. The 2022 average was 224 for the roll 5-year rolling average but the actual was 217. The 2023 number is continuing to be set at 224, could that be lowered? Not until 2021 numbers drop off the rolling average. It was questioned why 2021 was such an abnormality. There are many theories. It was noted that it would be relevant to show how many vehicles and motorcycles are on the road in these numbers. It seems that the number is increasing of actual vehicles on the road.

Jay Collins moved to approve the 2023 Safety Performance Targets; seconded by Nicole Sutton. The voice vote passes unanimously.

V. Status Reports

A. Gandy Boulevard Bridge PD&E (Craig Fox, FDOT) (Timestamp 0:31:30)

- Review of the project area, the purpose, and the need for the project.
- Project is broken into three segments.
- Important east-west corridor in Pinellas and Hillsborough Counties.
- Went over typical existing lanes.
- Reviewed the preferred typical sections for each of the segments.
 - Include elevated and at-grade roadways.
- Looked at access management, stormwater management, and floodplain compensation.
- The environmental effects are being looked at in four categories.
- The proposed plan is consistent with the long-range transportation plans of Forward Pinellas and Hillsborough County.
- Reviewed the timeline, schedule, and funding schedule.

Discussion:

Clarification was asked if the existing footprint is going to be used for the majority of the project. Yes. It was asked if there are going to be transition areas for the trails from the Hillsborough to the Pinellas side. Yes, there will be facilities. It was noted that the treatment is different than on what is being done on the Howard Franklin; the Howard Franklin bike/ped facilities are not on the same grade as the roadway. Will into the differences. This is a regional road versus an interstate. It was asked if repurposing the old bridge was looked into. Instead of having the old bridge deteriorate, the bike/ped facilities will be built on the new bridge. It was noted that Rattlesnake Point is building out, it was asked that a portion of the bridge area be looked at for noise. The roll plots will be posted during the public comment time. That is when noise walls will be indicated. When

the Hillsborough side gets funding, that is when noise and other aspects will be evaluated. Recommended that the noise walls be looked at on the front end of this construction.

B. Gibsonton Drive PD&E Kickoff (Ashley Henzel, FDOT) *(Timestamp 0:54:08)*

- Review of the project area – Gibsonton Drive from Fern Hill Drive to US 301, approximately 0.9 miles.
- Went over study objectives and what will be included in the study – adjusting for increase in volume.
 - Going from 4 to 6 lanes with some turn lanes and bike lanes.
 - In the high-injury corridor
- Went over the existing typical sections and the proposed, additional lanes, connecting sidewalks and/or developing paths.
- Looking at stormwater management and other environmental factors.
 - Have engaged in public comment. Targeting a public hearing in late 2023.

Presentation Slides: [Gibsonton Drive PD&E Kickoff](#)

Discussion:

It was noted that this corridor is very busy and the intersection at 301 and Gibsonton is very congested. There is a Caterpillar facility here and they bring in a lot of oversized vehicles, it was noted that the eleven-foot lanes may not be enough. The TPO did a study on this corridor that included a safety analysis; one of the things that were observed, the Walmart on the SW area of the interchange has a lot of customers that walk and/or bike; there is a high number of people walking and riding bikes on the shoulder of the bridge. It was noted that the Walmart of Gibsonton is one of the higher ridership stops for HART.

C. 2050 Long Range Transportation Plan Initial Steps (Vishaka Shiva Raman, TPO Staff) *(Timestamp 1:03:39)*

- Section 1 – Initial Steps
 - Provided background on what the LRTP is – updated every five years and it is a twenty-five-year plan.
 - Looked at the 2020 map with the population and employment.
 - Went over the population and employment growth and projections to 2050 by jurisdictions.
 - Showed the map showing the projections of where traffic volume will be in 2050 and went over the timeline of the update.
 - The three major pieces of the update are Public Engagement, cost Feasible Scenarios (local and regional), and Forecasting System Performance in 2050
 - Reviewed the major areas, what is needed, and how much it costs. Also look at freight needs and equity needs.
- Section 2 – Revenue Forecast
 - Went over how it is estimated what the community can afford – federal, state, and local.
 - Looked at an example of possible project funding based on specific revenues.
 - Showed existing funding sources.
 - Went over possible unlevied sources for future consideration.

- Showed overview of Next Steps

Presentation: [2050 Long Range Transportation Plan Initial Steps and Revenue Forecast](#)

Discussion:

The millage rate was asked about and what it would take it to. That would be an increase for transit services. The limit is 3 mills, currently, Hillsborough does 0.5 mills. The 1% sales tax is effective no earlier than January 2029, is that due to the cycling of politicians? 2029 is a realistic time frame based on current priorities.

VI. Old Business & New Business (*Timestamp 1:29:43*)

- A. **Next TAC Meeting is on March 6, 2023 at 1:30 PM on the 18th Floor of County Center.**

VII. ADJOURNMENT

The meeting adjourned at 3:04 PM

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/featured

Chat:

Johnny Wong (to Organizers and Panelists Only):

1:46 PM: D7 has plans to use Carbon Reduction Funds to fill sidewalk gaps on a number of state roads. TPO is awaiting the final list of sidewalks

Suzanne Monk (to Organizers and Panelists Only):

1:47 PM: The I-4 weigh station projects are for both design and construction. Also this project will include TPAS.

Robert Frey (to Organizers and Panelists Only):

1:49 PM: Cost looks consistent with other truck parking that I have seen over the years.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

TIP Amendment: HART Bus Stop Capital Improvements

Presenter:

Roger Mathie, TPO Staff

Summary:

This TIP amendment will impact one project, noted below:

452684 -1 HART Bus Stop Capital Improvements

This amendment will add new federal funds, thereby allowing HART to improve some bus stops throughout Hillsborough County. HART's recently completed Bus Stop Inventory Assessment identified needs to standardize bus stops throughout the system, address Americans With Disabilities Act (ADA) deficiencies at bus stops, and replace shelters in disrepair.

Recommended Action:

Approve the TIP Amendment to add new federal funds for HART Bus Stop Capital Improvements and forward to the TPO Board for approval.

Prepared By:

Roger Mathie, TPO Staff

Attachments:

1. [Comparative Report](#)
2. [Presentation slides](#)



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Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Connected Vehicle Pilot Results

Presenter:

Bob Frey, AICP - THEA Planning Director

Sisinnio Concas, Ph.D. - CUTR

Summary:

Tampa, Florida, is one of the first cities in the nation to deploy connected vehicle technology on real city streets. Pedestrians, and automobile drivers in downtown Tampa experience transportation challenges on a daily basis. For example, inbound commuters on the Lee Roy Selmon Expressway's Reversible Express Lanes encounter significant delays and, too often, rear-end crashes during morning peak periods. Vehicle/ pedestrian conflicts are commonplace, especially at a busy mid-block crosswalk near the Hillsborough County Courthouse. Drivers and pedestrians also conflict with buses and streetcars that traverse the central business district. The combination of pedestrians, bicyclists, automobiles, and even a cruise ship terminal makes downtown Tampa an environment ripe for new transportation solutions.

Tampa Hillsborough Expressway Authority's (THEA) deployed a unique multimodal, pedestrian and privately owned automobiles program aimed at helping Tampa realize its Vision Zero goals and provided greater access to Downtown. The THEA Connected Vehicle (CV) Pilot equipped hundreds of privately owned vehicles with technology that enables them to communicate with each other and with elements of the transportation infrastructure. Individual drivers get in-vehicle safety alerts. The goals for the CV Pilot were to:

- Increase safety by eliminating crashes and reducing traffic conflicts.
- Enhance mobility by improving travel time and travel time reliability.
- Help sustain the environment by reducing emissions of greenhouse gases.
- Contribute to the development of regulations in the CV space.
- Transform the experience of the drivers and pedestrians.

The THEA CV Pilot began in 2015, when the U.S. Department of Transportation (USDOT) awarded THEA a \$22 million contract as part of its Connected Vehicle Pilot Deployment Program. In 2021, USDOT authorized THEA and its partners to proceed with the next phase – collaboration with auto manufacturers and road operators to provide the next evolution of delivering safer transportation. THEA worked together with Honda Development & Manufacturing of America, LLC (HDMA), Hyundai America Technical Center, Inc. (HATCI) and Toyota Motor North America to deploy vehicles with connected vehicle technology to provide safer and smarter mobility solutions in Tampa Bay to meet the region's unique transportation needs.



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THEA's implementation team that includes Honda Development & Manufacturing of America, LLC (HDMA), LLC, Hyundai America Technical Center, Inc. (HATCI), Toyota Motor North America, DENSO, HNTB, Siemens, the University of South Florida Center for Urban Transportation Research (CUTR), Brandmotion and Playbook Public Relations. Other key partners include the Florida Department of Transportation, the City of Tampa, the Hillsborough Area Regional Transit Authority (HART) and HNTB.

This presentation is to provide an overview of the project as well as findings and results of the CV Pilot.

Recommended Action:

None. For information only.

Prepared By:

Allison Yeh, TPO Staff

Attachments:

[Connected Vehicle Pilot Results](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

FDOT Rail System Plan and MPOAC Freight/Rail Committee Updates

Presenter:

Elizabeth Watkins, AICP, TPO Staff and Wade Reynolds, AICP, TPO Staff

Summary:

Rail transportation is vital to Florida's growth and development and continues to expand its role as a mode. Rail transportation moves people and goods within the state as well as to and from other regions of North America and through links with seaports and airports, around the world. Rail planning activities are being undertaken at both the State and Regional levels.

At the State level, the Florida Department of Transportation (FDOT) is updating the Rail System Plan to guide the state's rail freight and passenger transportation planning activities and project development plans. This Plan describes the state's existing rail network, its challenges and opportunities, and rail-related economic and socio-environmental impacts of each rail mode. It includes Florida's Rail Vision and Supporting Goals, along with both proposed publicly sponsored short and long-range capital improvements and policy recommendations.

At the Regional level, the Florida MPO Advisory Council (MPOAC) Freight & Rail Committee focuses on rail movement, both freight and passenger, as a recognition of the importance of rail to freight movement and the overlapping issues between passenger and freight rail. The Committee facilitates rail project prioritization through its established Freight Priorities Program and Passenger Rail Priorities Program which is currently under development.



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Recommended Action:

None. For information only.

Prepared By:

Elizabeth Watkins, TPO Staff

Attachments:

[Draft FDOT Rail System Plan](#)
[2022 Freight Priorities Program Project List](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

City of Tampa Safe Streets and Roads for All Grant Implementation

Presenter:

City of Tampa Representative

Summary:

The Bipartisan Infrastructure Law established a new Safe Streets and Roads for All (SS4A) program providing \$5 billion in grants over the next 5 years. The SS4A supports initiatives that prevent roadway deaths and serious injuries. Both the City of Tampa and Hillsborough County were successful in being awarded nearly \$40 million to make streets safer for bicyclists and pedestrians.

Today the City of Tampa will highlight the projects they plan to build using the \$20 million they are receiving for their T-SAFE: Tampa — Systemic Applications for Equity effort. The money will be used to install pedestrian mid-block crosswalks, backplates with reflective borders that improve the visibility of traffic signals, flashing beacons, high visibility crosswalks and signs along the city's road network. Tampa also will install new sidewalks and implement safety measures — like street light upgrades, separated bike lanes and school speed zone flashers — near several schools, parks and transit routes.

Recommended Action:

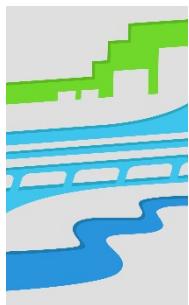
None. For information only.

Prepared By:

Gena Torres

Attachments:

[T-Safe. Tampa Systemic Applications for Equity](#)



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING FEBRUARY 8, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:03:59)*

Commissioner Myers, called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:04:24)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Pat Kemp, Councilmember Joseph Citro, Mayor Nate Kilton, Charles Klug, Gina Evans, Greg Slater, Adalee Le Grand, Planning Commissioner Hemant Saria

The following members were present virtually: Commissioner Henry Cohen

The following members were absent/excused: Councilmember Maniscalco, Councilmember Hurtak, Board Member Jessica Vaughn

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Mayor Ross moved, seconded by Commissioner Kemp; the voice vote, motion passes unanimously.

III. Approval of Minutes *(Timestamp 0:05:36)* – January 11, 2023 and January 25, 2023.

Chair Myers sought a motion to approve the January 11, 2023 and January 25, 2023 minutes. Owen so moved, seconded by Commissioner Kemp; the voice vote passes unanimously.

IV. Public Comment on Agenda Items *(Timestamp 0:06:00)* (30 minutes total, with up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- Rick Fernandez – Incorporated written comments by reference. Commented on the motion to withdraw the grant application at the January 25th meeting. Stated that the motion was incorrect to the recommendation of TPO Staff. Stated that the recorded minutes and the video are wrong and requested that the record be changed. The Boulevard Tampa concept came from the neighborhoods most impacted by I-275 but is unfamiliar to some of the TPO Board. This is debating two competing visions for I-275, expansion and the boulevard. The expansion has been done for several decades. Boulevard Tampa cannot be fully vetted in three minutes but there is ample material in the public domain and from community advocates. The infrastructure was wrongfully placed and has been compounded. Boulevard Tampa is one component of a vision. It would take years to change; would need sufficient public transit options; and a focus on moving

people instead of cars. A feasibility study as voted on by the Board in 2019, nothing has been done. The actions of January 25th will cause further delay.

V. Committee Reports & Advance Comments (Rick Fernandez, CAC Chair; Davida Franklin, TPO Staff; and Beth Alden, TPO Executive Director) (*Timestamp 0:09:58*)

A. CAC – February 1, 2023 (Rick Fernandez, CAC Chair)

- 2nd meeting at new start time, a quorum was met. Dr. Jim Davison was in attendance and is on the consent agenda today. Instituting a new meeting of 2 hours from 6P – 8P.
- Approved
 - TIP Amendments on the TPO Board today.
 - Safety Performance Targets – every year, this causes discomfort on the committee. The committee would like to see the target numbers lowered. The amended motion passed with the target of fatalities going from 214 to 200. Learned the impact of losing the sales tax spending which may have lowered the reduction of crashes to 3% versus the 1% which equates to 4 fatalities.
- Status Reports
 - Gibsonton Road PD&E.
 - Special TPO Board meeting passed a motion expressing disappointment in rescinding the grant application.

B. TAC – February 6, 2023 (Davida Franklin, TPO Staff)

- Approved
 - TIP Amendments. Questioned the high cost of the parking spots at the weigh station.
 - 2023 Safety Targets. There were questions about a correlation between the increased motorcycle and bicycle numbers, possibly due to additional motorcyclists and bicycle facilities.
- Status Reports
 - Gandy Boulevard Bridge PD&E. Information regarding the old bridge was asked about.
 - Gibsonton Drive PD&E Kickoff. It was noted that there is a Caterpillar facility adjacent to the study area and that 11-foot lanes may not be sufficient for oversized vehicles.
 - 2050 LRTP Initial Steps. There was a discussion about millage rates.

C. LRC – January 18, 2023 (Davida Franklin, TPO Staff)

- Election of Officers, Attendance Review and Declaration of Vacancies
- Status Reports
 - Hillsborough Safe Routes to School Projects
 - 2022 Multimodal Level of Service Report

D. BPAC – January 25, 2023 (Davida Franklin, TPO Staff)

- Election of Officers, Attendance Review and Declaration of Vacancies
 - Discussed various options for improved attendance
- Status Updates
 - 2022 Multimodal Level of Service Report and 2022 State of the System Report. The committee questioned how safety is factored into the MMLOS numbers for pedestrians and bicyclists.

E. TPO Policy – January 11, 2023 (Beth Alden, TPO Director)

- Recommended the TPO Board approve the consent agenda item, the contract with AECOM.
- (Mayor Ross) TPO Policy discussed keeping the recruitment process for a new TPO Executive Director. Reviewed the high-level discussion. The TPO Policy Committee recommends, unanimously, that the TPO Board conduct the recruitment in-house. Reasoning includes the cost of an outside firm and the time it would take to secure a recruiting firm; this is a specialty niche and in-house resources will be able to identify and reach the possible candidates; it would allow for more direct lines of communication.

Adalee Le Grande moved to have the TPO Executive Director search be done in-house, seconded by Commissioner Kemp. The roll call vote passed 13 – 0.

F. Public Comments Received Through Email & Social Media (Davida Franklin, TPO Staff).

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

VI. Consent Agenda (*Timestamp 0:25:25*)

A. Committee Appointments

- ITS – Michelle Jenkins (EPC)
- LRC – Meagan Winchester (Hillsborough County Development Services)
- TAC – Noliyanda James (Department of Health)
- BPAC – Noliyanda James (Department of Health)
- CAC – Carolyn Brown (Commissioner Myers), Dr. Jim Davison (Commissioner Wostal), Hoyt Prindle (Commissioner Kemp), Sherri Southwell (Commissioner Owen)

B. Amendment to General Planning consultant Contract with AECOM

Motion to approve the committee appointments only by Mayor Ross, seconded by Commissioner Wostal; the roll call vote passed 13 – 0.

VII. Action Items

A. TIP Amendments: New HART Maintenance Facility, Lighting and Resurfacing Projects, I-4 Truck Parking, and EV Charging Infrastructure (Roger Mathie, TPO Staff) (*Timestamp 0:27:14*)

- Review of the seven amendments requested by the FDOT to add funds to the FY2022/23 – 2026/27 TIP
 - New HART Maintenance Facility (2 Amendments), addition of \$9,220,000
 - I-4 Weigh Stations Truck Parking (2 Amendments), addition of \$2,541,000 & \$2,291,000
 - SR 60 Lighting Project (1 Amendment), addition of \$7,11,289,000
 - S Dale Mabry Resurfacing (1 Amendment), addition of \$2,534,555
 - I-4 Electric Vehicle (EV) Charging Infrastructure (1 Amendment), addition of \$900,000
- Went over public outreach for these amendments – 14 days prior to the February TPO Board meeting.
- Amendments passed by the CAC and TAC

Recommended Action: Approve the seven amendments to the FY22/23 TIP.

Presentation: [TIP Amendments February 2023](#)

Discussion:

Clarification was asked about the funding being moved from one place to another in the HART amendment. It is being moved from bus replacement to the heavy maintenance facility. What HART is doing is working on finding funding to move the heavy maintenance facility forward. It is a net gain of \$0. It was noted that the heavy maintenance facilities improve the on-time rates and also help with recruitment.

Commissioner Kemp moved to approve the TIP Amendments; seconded by Councilmember Citro. Roll call vote passed 13 – 0.

B. 2023 Safety Performance Targets (Connor MacDonald, TPO Staff) (Timestamp 0:36:10)

- Reviewed the performance targets and the requirement.
- Six Categories – went over 2023 timeline.
 - February – Safety
 - March – Greenhouse Gas
 - April – Pavement & Bridge Condition, Travel Time Reliability
 - TBD – Transit Asset Management
 - TBD – Public Transportation Agency Safety Plan
- Five required targets
 - Number of Fatalities on a 5-yr Rolling Average.
 - Rate of Fatalities per 100M VMT
 - Number of Serious Injuries
 - Rate of Serious Injuries per 100M VMT
 - Number of Non-Motorized Fatalities and Serious Injuries
- Two elected by Hillsborough TPO
 - Number of Fatalities
 - Motorcycle Fatalities
- Went over Forecasting Future Performance '26 – '45 – it's TIME survey: provide alternatives to driving, use technologies, reduce congestion.
- Review of annual actual fatalities, projected through 2023.
- Went over the 2022 report card and the takeaways – potential risk factors for crash deaths (national trends), local relations and implementation.
- Review of proposed performance targets for 2023

Recommended Action: Approve the CY 2023 Safety Performance Targets and recommend approval to the TPO Board.

Presentation: [2023 Safety Performance Targets](#)

Discussion:

Clarification was asked on the five-year rolling average and if it is required by the federal government or the TPO. Asked for clarification between the actual year of 2022 and the five-year average. It was asked how serious injuries are being defined. A common definition is life-altering

injuries. It was asked if there was a reported breakdown between bike/ ped/ motorcycle and vehicle crash. That information can be brought back. Hillsborough County is number two in the nation for fatalities. What is happening has to be paid attention to. It was noted that Hillsborough County has the highest rate of fatalities per capita, a Tampa Bay Times article was cited. It was asked where number two came into play. The methodology of the “Mean Streets” report; the statistic being cited is from all crashes. It was noted that the number one is Orlando and seven of the top ten are in Florida. Transit brings more safety and changes to the streets, along with walkability, crosswalks, etc. Need alternative transportation for people including transit, trails, and sidewalks. Government has to do things based on statutes, this is one. This report appears to be a hollow report; it plots historical data to set targets. In the end, if you meet the target, you get a “Yes” meeting the target. This report is an example of a bureaucracy that serves no point. The target is Vision Zero and that should be number one priority. It was asked if lowering the speed limit is considered a “shovel-ready” project. It was asked if the TPO Board can lower the speed limit to save lives by lowering the limit by 10 miles per hour. Speed limits are not considered in the TIP, “shovel-ready” is based on TIP projects. Lowering speed limits is governed by the state. The tool is to design roads where people do not feel comfortable driving at higher speeds. Vision Zero has been an important driver in a lot of what the TPO has done and influenced a lot of the studies and improvements. It was noted that this is an exercise required by the federal government but is also brings attention to it every year. It was noted that the 2023 target is the same as the 2022 target and the motorcycle target is higher. It is the five-year rolling average that is calculating the numbers. The target should focus on reducing the numbers instead of reflecting what the forecast says.

Commissioner Kemp moved to approve the 2023 Safety Performance Targets; seconded by Mayor Ross. The voice vote passes unanimously.

STATUS REPORTS

C. **Gibsonton Drive PD&E Kickoff** (Ashley Henzel, FDOT) *(Timestamp 1:02:34)*

- Review of the project area – Gibsonton Drive from Fern Hill Drive to US 301, approximately 0.9 miles.
- Went over study objectives and what will be included in the study – adjusting for the increase in volume.
 - Going from 4 to 6 lanes with some turn lanes and bike lanes.
 - In the high-injury corridor and crash statistics
- Went over the existing typical sections and the proposed, additional lanes, connecting sidewalks and/or developing paths.
- Looking at stormwater management and other environmental factors.
 - Have engaged in public comment. Targeting a public hearing in late 2023.

Presentation Slides: [Gibsonton Drive PD&E Kickoff](#)

Discussion:

Clarification was asked about the rate of crashes in this segment. They are six times the state average. It was noted that the serious injury and fatalities are not like Fowler Avenue. It is a short segment that was identified as one of the top twenty.

VIII. EXECUTIVE DIRECTOR'S REPORT (*Timestamp 1:09:34*)

- A. The backup for the status of the MMLOS information is available for resources. Can provide customized reports if requested.
- B. The State of the System report is provided as documentation as well. This will be brought back in May with more information. The federal government does not require this Board to prioritize the dollars in certain ways; they do require information to drive the decisions.
- C. Follow-up item on the Nondiscrimination Plan adopted by the Board about a year ago was evaluating compliance with the ADA. The self-evaluation has been finished; identified some transition steps. This is administrative.
- D. Would like to bring an in-depth discussion about a request from the neighboring MPOs on merging the MPOs from Pinellas, Hillsborough, and Pasco Counties. It will be coming up at the tri-county meeting on March 24th in Pasco County. It is being pushed as an in-person meeting. Would like to spend the March Policy Committee meeting working through this complex topic. Would like to go over the federal and state expectations and the regional coordination process. There was a study done on possible MPO consolidation and how other MPOs around the nation are structured. Would like to invite the TMA representatives to the March Policy meeting to have this conversation.
- E. Congratulating this governing Board with their leadership on the Vision Zero Action Plan, things that can be done right away; that is what won Hillsborough County and the City of Tampa the \$40 million in federal grant money.
- F. Florida MPO Advisory Council opportunities include an orientation meeting on Saturday, May 6th in Tampa. April meeting of the MPO Advisory Council is in Miami at the end of April and in July in Saint Petersburg. Mr. Klug is the representative and may have some conflicts, may be looking for other volunteers.
- G. Would like to come back to the apportionment plan in the fall after the boundaries of the transportation management area will be released over the summer, there is no specific date at this time.

Discussion:

Mayor Ross requested was made for advance information on consolidating MPOs prior to the meeting in order to save time for healthy discussion during the meeting. It was asked if the merging of the MPOs is being driven by the TMA. It has been voted down at least once if not twice already by all the MPOs. Merging would be a real loss to Hillsborough County's decision-making for the county. Examples of other Florida counties merging and being independent were given. There has never been a merger of MPOs in the nation but there have been divorces. It was expressed that it is inappropriate to have the TMA drive this. It was brought up that there are elements in the other counties that each of the counties has an equal number of votes. That is not something that should be entertained when this comes up. It was asked how quickly this can be stopped before it starts; when can the TPO Board take a vote on this? One of the state

representatives from Pinellas County has filed a bill for MPOs; it is not clear what the legislature can do. The bill is not ready for review at this time and is still being drafted. It was noted that Tampa and Hillsborough County are the hubs of transportation in the area; the word “regional” continues to be spoken but the additional funds for HART as being a priority project, at the regional level, was pulled as being a priority. It was noted that the Policy Committee is the subcommittee and is looking for direction. It was brought up that maybe this should be brought before the TPO Board.

IX. OLD & NEW BUSINESS (*Timestamp 1:31:11*)

- A. Next meeting is on March 8, 2023.
- B. February 21st FDOT job fair.
- C. Save the Date for March 1st at noon, Mid-town Tampa Walking Tour.

X. ADJOURNMENT – The meeting adjourned at 11:28 PM

The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)

Social Media

Facebook

1/11 (Regarding honoring outgoing TPO Board and committee members at the 1/11 board meeting)

Mike Lamarca

It’s sad that we have turned government into nothing more than a game of participation trophies. So many “awards” for doing what one is paid to do, even if they do a horrible job. Imagine if that energy was actually utilized to better the community?

1/23 (Regarding the FDOT’s Community Conversation workshop on the I-4/I-275 downtown interchange)

Gabrielle Pacatte

Terrible. This is terrible.

1/25 (Regarding the Board’s decision to withdraw the Reconnecting Communities Grant)

Tom Danahy

Unless rail mass transit (not Fake BRT) is going to be the centerpiece of any such application, just save us the grief, and punt all this again into the future.

Tatiana Morales

Tom Danahy that's what the plan is

Tom Danahy

Tatiana Morales It’s just unbelievable that one stinking down midterm election can defeat all the momentum that had been building.

Walter John Slupecki

Tom Danahy yep, and even more sad, the same GOPers will put interstate widening north of Hillsborough back onto the TIP. That is now all but guaranteed

Tom Danahy

Walter John Slupecki Just another task to rectify in 2 years, but, either way, at least “nothing gets done” works against that, too.

Dave Coleman

Tatiana Morales the Statement of purpose of 2 of the new gop electeds is to keep their sections of the county beautiful and safe. I suggest we pull the water pipeline and let them drink toilet to tap with no pressure

Tom Danahy

Dave Coleman LOL: they'll be as disappointed then as we are now.

Dave Coleman

Tom Danahy I hate politics today.

Dave Coleman

So sad how gop and money rule the day

Dave Coleman

This guy accusing Hurtak of attacking secretary Gwynn after she questioned him on saying if we do the study the people in the community might get their hopes up. I think this child has long way to go growing up. Proud of yourself gop? Of course you are. Chuds Chudding chuddingly. What a waste of time.

Vela Christopher

One question we need to know from Hillsborough TPO

Why did you support the removal of the grant? But stated no reasons?...

Dave Coleman

Vela Christopher it was a disgrace. I especially point to the secretary and port authority having their will with uninformed gop electeds. Toss in Meyers now a true republican

Mike Lamarca

Dave Coleman I don't want myer. You gonna have to keep her.

Vela Christopher

Today was a massive setback. But federal law will allow the Hillsborough TPO to reapply.

But this isn't an excuse to withdraw efforts to continue a path for a nationwide study (not a commitment to build) to see if the boulevard will work.

The Hillsborough TPO staff pretended that the past four years of our time, committee volunteers, and money (there were boulevard lite scenarios run under Irtp and fdot) didn't matter.

Today I had four years of my life turned to vaporware in a second because the non-board-directed TPO staff, for no reason, recommended a rejection of the study.

While I blame the usual Dems my point here is that a public agency took matters into its own hands and slammed its project with no board direction. We had multiple decision bodies today, not one. Secretary Pete Buttigieg

I plan on filing a complaint but I don't know where to begin. I waiting to hear a back from the Hillsborough TPO

1/26 (Regarding the Board's decision to withdraw the Reconnecting Communities Grant)

Jason Ball

I've lost what little respect I had remaining for this board.

David Yunk

Vela Christopher yes, we need answers from staff

Hillsborough TPO response

Hi Chris! Thanks for sharing your thoughts at yesterday's meeting and for sending comments in advance. And many thanks to everyone who took the time to share their thoughts regardless of their position. Ultimately, we believed it wasn't in the best interest to apply for the grant when the majority of the board didn't agree with the options that could be studied. Applying for the grant could have caused us to misrepresent the board's position or unintentionally misguide the

Reconnecting Communities Pilot Grant team. But the door is open for us to apply again. If you have any ideas, even incremental ones, that we can include in a future application, please send them our way. ~
Davida

Vela Christopher

Hillsborough TPO Thanks Davida. May I get your number? You can always PM it to me. I do have some further questions.

2/3 (Regarding National Crossing Guard Day)

Space Coast Transportation Planning Organization

Thank you for sharing!

2/7 (Posted to the Facebook event page for the 2/8 Board Meeting)

TPO Board Members:

Please accept this as public comment for consideration during the February 8, 2023 TPO Board meeting.

1. During the TPO "Special" Board meeting held January 25, 2023, a Board member moved to withdraw the Reconnecting Communities Grant Application. The motion incorrectly stated TPO Staff had recommended withdrawal. In fact, TPO staff recommended the Board "consider withdrawal of the grant application". The record, as reflected in the meeting minutes and video is inaccurate. Please have it corrected.

2. The vision of Boulevard Tampa (the conversion of some portion of the I-275 corridor, north of I-4, to an at grade boulevard) has percolated out of the neighborhoods most negatively impacted by the I-275 corridor for over 60 years. It has evolved over a period of seven years, aided masterfully by the academic and professional work of Joshua Frank.

While a concept well known to many reading this message and throughout our urban core, #blvdtampa is unfamiliar to some of you. I have chosen to accept this Board's vote to withdraw the RCP Grant Application as secondary to that lack of familiarity and fear of the unknown that sometimes follows.

We are debating two competing visions for the I-275 corridor, north of I-4. One known all too well. The other, still in formation locally but exemplified in other jurisdictions.

Vision 1 (clarified by 60+ years of history) involves highway expansion in perpetuity, induced demand, more cars, pollution and noise, reduced property values, negative health impacts and bifurcated communities. This vision is our community "normal" and, in the absence of any alternative, informs our day-to-day transportation policy.

Vision 2, including Boulevard Tampa, cannot be fully vetted here. There is ample material in the public domain for those interested. #blvdtampa

This Interstate infrastructure was wrongly placed. The wrong has been compounded year after year. Boulevard Tampa is one component central to envisioning an alternative future.

It would take years to manifest the vision of Boulevard Tampa. Probably more years than I have left in this life. We would first need to provide effective public transportation alternatives. That is clearly not happening anytime soon. But we can begin planning for that future today.

A feasibility study was recommended by the TPO CAC and endorsed by the TPO Board in 2019. We have yet to take the first step to fund that study. The action taken by this Board on January 25, will further delay that step. But the idea will not die. In the meantime, whether by design or neglect, we are left with no alternative but to repeat the wrongs and mistakes of the past. Those wrongs and mistakes are now on each of you to be further perpetrated or corrected. That's your challenge, individually and as a Board.

Respectfully Submitted,
Ricardo (Rick) Fernandez
2906 N. Elmore Ave.
Tampa, FL 33602
Tampa Heights

Twitter

1/14 (Regarding MLK Day)

AmeriCorps

Check out in-person + virtual opportunities to help create Dr. King's #BelovedCommunity in your neighborhood and across the nation this weekend, on #MLKDay, and all year long:

<http://AmeriCorps.gov/VolunteerSearch>.

(Return to Minutes)

Email

From: Rick Fernandez

To: Cheryl Wilkening; lynn.hurtak@tampagov.net; cohenh@hcflgov.net;
guido.maniscalco@tampagov.net;

Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net; kempP@hcflgov.net; MyersG@hcflgov.net;
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Cc: LawsonL@hillsboroughcounty.org; marlowj@hillsboroughcounty.org; Beth Alden; Johnny Wong;
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Rosas; "Chris"; mcooksonfl@mac.com; "Michelle Cookson"; Rick Fernandez; Bill.Carlson@tampagov.net;
Orlando.Gudes@tampagov.net; Charlie.Miranda@tampagov.net; luis.viera@tampagov.net

Subject: Public Comment _ TPO Board Meeting February 8, 2023 _ Rick Fernandez

Date: Tuesday, February 7, 2023 12:25:01 PM

TPO Board Members:

Please accept this as public comment for consideration during the February 8, 2023 TPO Board meeting.

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Respectfully Submitted,
Ricardo (Rick) Fernandez
2906 N. Elmore Ave.
Tampa, FL 33602
Tampa Heights

[\(Return to Minutes\)](#)



Committee Reports

Livable Roadways Committee (LRC) Meeting on January 18

The LRC approved the following action item and welcomed new members:

- ✓ Election of Officers, Attendance Review and Declaration of Vacancies

The LRC heard status reports on:

- Hillsborough Safe Routes to School Projects
- 2022 Multimodal Level of Service Report

Bicycle Pedestrian Advisory Committee (BPAC) Meeting on January 25

The BPAC approved the following action item:

- ✓ Election of Officers, Attendance Review and Declaration of Vacancies
 - BPAC membership unanimously reelected Tim Horst as chair, Jim Shirk as vice chair, and Peter Davitt as Officer At Large.
 - Membership discussed various options for an improved attendance policy and ultimately requested that the liaison draft a proposal and present it at the February meeting.
 - BPAC members had multiple questions about the process for declaring a vacancy, and were assured the TPO staff would take the initiative in reaching out to lapsed members. The Committee voted not to declare any vacancies based on the 2022 attendance sheet.

The BPAC heard status reports on:

- 2022 Multimodal Level of Service Report and 2022 State of the System Report and the committee members had questions about how safety is factored into the MMLOS numbers for pedestrians and bicyclists.

Citizens Advisory Committee (CAC) Meeting of February 1

The CAC approved the following action items:

- ✓ A TIP Amendment that will program funds for the HART Heavy Maintenance Facility, Lighting & Resurfacing Projects, I-4 Truck Parking, and EV Charging Infrastructure. The committee stated its support for several projects included in

this amendment and approved the action item. Discussion focused mainly on the committee's desire to see the resurfacing project on S Dale Mabry coordinated with a safety project that will be let in July 2023 so that the projects can be completed simultaneously. TPO staff reached out to FDOT D7 staff which, following the CAC meeting, confirmed that this will occur. Several committee members also commented that purple-colored streetlights are a distraction and ineffective as a safety measure. The purple-color seen on some lights is the result of a manufacturing defect and some members requested that D7 communicate with TECO to ensure that no defective equipment is installed.

- ✓ The CAC also heard a presentation on the CY2023 Safety Performance Targets. Based on discussion from committee members, the general consensus was that they are uncomfortable and unhappy with Hillsborough County's historical safety performance. Due to their discomfort, the committee brainstormed a number of justifications for reducing the annual fatality target and, as a result, an amended motion was passed to approve all of the recommended CY2023 safety targets, except for annual fatalities, which the committee reduced from 214 to 200. TPO staff were then directed to seek out data or previous studies which may support that aspirational target.

The CAC heard status reports on:

- The Gibsonton Drive PD&E Study Kickoff, but did not have any questions.
- Report on the Special Meeting to Reconsider Reconnecting Communities Pilot Program Grant Application. Some members expressed disappointment that the committee was not offered an opportunity to adopt a position and present it to the Board prior to the special meeting. Following a lengthy discussion about Board members' concerns and next steps for the application, the committee passed a motion to inform the TPO Board that it erred in its decision to withdraw the application from consideration.

Technical Advisory Committee (TAC) Meeting of February 6

A verbal report will be provided at the meeting.